

Trooper Sperr also traveled to Louisiana this past fall in Hurricane Katrina and helped those folks in that area, neighbors.

Madam Speaker, as a former judge in Texas, I have had the opportunity to speak several times in New York and to the troopers at the New York State Police Academy in Albany, New York. After we got through the language barrier, I found these right-thinking Americans to be passionate about protecting the citizens of New York State and bringing outlaws to justice.

Trooper Andrew Sperr was proud to be a member of this group of law officers. Trooper Andrew Sperr died doing what he wanted to do, protecting, serving and defending the people. As thousands of his fellow State troopers, law enforcement personnel, friends and family, mourn his loss, our prayers go out to his family for allowing his life to be sacrificed for the rest of us.

Andrew J. Sperr was a dedicated officer and a compassionate friend to all. He served with distinction and honor, and he will be missed. America and Americans were better because of the life of Andrew Sperr. He wore the badge and proudly took the oath to protect and serve.

Madam Speaker, peace officers are the last strand of wire in the fence between safety and anarchy. They are all that stands between the people and the barbarians. Trooper Andrew Sperr died protecting the rest of us from those outlaws.

So God bless those that wear the badge of the American peace officer. That's just the way it is.

PORT SECURITY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Oregon (Mr. DEFAZIO) is recognized for 5 minutes.

Mr. DEFAZIO. Madam Speaker, many Americans are breathing a sigh of relief. They believe we have resolved the issue of port security, but that is far from the truth. True, for now, the idea of United Arab Emirates operating some of our port terminals has abated. But this is very much just a very small issue regarding port security.

The fact is, our ports are probably today very little less secure than pre-9/11. The grades that the 9/11 Commission give to this administration's efforts on port security were generally failing.

The United States has bound itself to an international agreement through the International Maritime Organization that allowed secret ownership of ships. Osama bin Laden could have a fleet of his own. We are not allowed to know. They fly under flags that countries that provide no supervision, in fact, in the case of Liberia, until recently, didn't even have a government, and barely exist.

They have crews of unknown identity. Yes, they send us a name about the ship lands, but is that really the person. Is that really the background.

Do we have fingerprints? No. We don't know who the people are on those ships. The cargo on those ships is not secure. The containers are not secure. It would cost a few dollars to secure a container from loading to unloading in the United States of America and scan it. The Bush administration thinks that is a cost that we cannot afford or would unnecessarily impinge upon free commerce.

Then, of course, the technology, the technology that we don't have at the ports, to adequately scan these containers. Now, we cannot breathe a sigh of relief. Our ports are not yet secure. We depend upon a transmitted manifest. Now, I can just see that the Osama bin Laden line with the terrorist crew is going to send a manifest that says this container has 199 concrete bird baths and one small tactical nuclear weapon, and our intelligence people might even ask to open that container. Who knows, they might not. So we need to do a tremendous amount more.

Then there is another issue. The Bush administration, while Congress is away next week, is intending to put forward a rule that would allow foreign interests to control United States airlines in contravention of a very explicit law which prohibits control by foreign interests. The Bush Administration, using their inherent powers, has decided to reinterpret the meaning of the word control and say Congress just meant they can't control safety and security. We will wall that off.

How are you going to wall it off when you have foreign ownership of a U.S. airline, foreign management and a U.S. airline, foreign board of directors of a formerly U.S. airline, and you are going to wall off safety and security? Oh, come on, give me a break. As the chief operating officer of Continental said, hey, they are against this. They said, hey, I am head of safety, I am the COO, safety and security report to me. I can get someone to do whatever I want in that job, or I will fire them.

That is an extraordinary risk. It risks our civilian reserve air fleet, where we move our troops overseas. Just imagine a future deployment, say to maybe the Taiwan area with a problem with China, and the U.S. troops could be flying on an airline that was owned and controlled by Chinese communist government interests under this rule, which the Bush Administration wants to push through. Or it could be a UAE crew from Dubai, because they are the fastest expanding long-haul airline in the world, with all of their billions of surplus dollars.

We cannot rest easy, because the Bush Administration is continuing to dismantle critical infrastructure. We need a general review of critical infrastructure in this country, and we need to safeguard it. They are saying, no, we shouldn't do that. They are hoping to put the Dubai deal off, you know, and that we will not pay any attention to the threats at our ports or the threats

to our airlines and aviation industry, or maybe even under the Bush administration, we will sell our nuclear plants to foreign interests.

Wouldn't that be spiffy if we allowed foreign interests to own our nuclear plants? That would be really, really great for security here in the United States of America. America should not be for sale. It is a symptom of a failed trade policy, and this Bush administration just wants to do more of the same. It is time for change. It is time for new trade policy. It is time to keep bringing jobs home. It is time to make America secure, and it is time to secure our assets.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. DREIER) is recognized for 5 minutes.

(Mr. DREIER addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

REMARKS ON THE IRISH PEACE PROCESS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New Jersey (Mr. PALLONE) is recognized for 5 minutes.

Mr. PALLONE. Madam Speaker, I rise this evening as we approach the St. Patrick's Day recess to remind this body of the continued struggle for peace and justice in the North of Ireland. For many in America of Irish ancestry, this is a time of celebration, as it should be. However, we must also recognize that the fight for freedom and equality on the island of Ireland is still being waged.

Tonight I want to remember and commemorate the 90th anniversary of the Easter Uprising and the proclamation of an Irish Republic at the General Post Office in 1916. The brave men and women who took up arms against England vowed to fight for religious and civil liberty, equal rights and equal opportunities for all Irish citizens.

This year also marks the 25th anniversary of the deaths of 10 brave men who died on a hunger strike in Long Kesh. Their courage and that of the women of Armagh inspired countless individuals and made the world take notice of the cruel and discriminatory policies of the British government in the North of Ireland. Their sacrifice proved the shortsightedness of a British policy criminalization.

Madam Speaker, I had the opportunity today to meet once again with Gerry Adams, whom I admire so much, for his continued determination to educate the Members of Congress about the situation in Northern Ireland. Because of the sacrifice of so many dedicated individuals like Gerry Adams over the years, we have seen great strides on the quest for an Ireland of equals.

The historic ceasefire by the IRA in 1994, followed by the Good Friday accords signed in 1998, created tremendous progression in the north. The